

BOROUGH OF RUGBY

The Borough of Rugby Traffic Regulation Orders, 1960

The Rugby Borough Council propose to make the under-mentioned Orders under the Road Traffic Act, 1960, the effect of which will be as described under the title of each order viz.:

(1) *The Borough of Rugby (Warwick Street and Dunchurch Road) Traffic Regulation Order, 1960.*

(a) to prohibit the waiting of vehicles in the following lengths of roads:

(i) Warwick Street (both sides)—for a distance of 190 ft. in a westerly direction from its junction with Dunchurch Road;

(ii) Dunchurch Road (both sides)—from its junction with Lawrence Sheriff Street in a southerly direction to a point 160 ft. south of its junction with Warwick Street (a total distance of 305 ft.).

(b) to prohibit the loading and unloading of vehicles in the above-mentioned lengths of roads and also in Lawrence Sheriff Street (both sides) from its junction with Dunchurch Road in an easterly direction to its junction with Sheep Street during the hours of 8 a.m. to 9.30 a.m., 12 noon to 2.30 p.m. and 4 p.m. to 6 p.m.

(2) *The Borough of Rugby (Railway Terrace) Traffic Regulation Order, 1960.*

(a) to institute a system of unilateral waiting for periods not exceeding thirty minutes between the hours of 7.30 a.m. and 7.30 p.m. on alternate days and on alternate sides of Railway Terrace from its junction with William Street to its junction with Craven Road, waiting to be prohibited entirely for a length of 15 yards on the western side of the road on each side of the junction with Albert Street.

(b) to institute unilateral waiting for periods not exceeding thirty minutes between the hours of 7.30 a.m. and 7.30 p.m. daily on the western side of the length of Railway Terrace from its junction with Manor Road to its junction with Wood Street.

(c) to prohibit waiting (1) on the eastern side of the length of Railway Terrace from its junction with Craven Road for a distance of 235 yards in a northerly direction and (2) on both sides of Railway Terrace from its junction with Clifton Road to its junction with William Street.

(3) *The Borough of Rugby (Corporation Street) Traffic Regulation Order, 1960.*

To prohibit the waiting of vehicles along both sides of Corporation Street (from its junction with Warwick Street to its junction with Newbold Road).

Objections to the proposals must be sent in writing to the undersigned at "The Lawn", Newbold Road, Rugby, not later than 26th November 1960.

(420) T. L. Duffy, Town Clerk.

CITY AND COUNTY OF
NEWCASTLE UPON TYNE1. *The City and County of Newcastle upon Tyne (Various Streets) (Prohibition of Waiting) Order, 1960.*2. *The City and County of Newcastle upon Tyne (Fenkle Street and Westgate Road) (Prohibition of Right Hand Turn) Order, 1960.*

On the 31st day of October 1960, the Council of the City and County of Newcastle upon Tyne made Orders under the Road Traffic Act, 1960, the effect of which will be:

(a) to prohibit the waiting of vehicles in any of the lengths of road specified in Part I of the Schedule hereto between 8 a.m. and 6 p.m. on any day other than Sunday.

(b) to prohibit any person from driving or causing or permitting to be driven any vehicle on the length of road specified in Part II of the Schedule hereto, so as to make a right-hand turn into Westgate Road.

Exceptions will be provided in the "No Waiting" Order to enable a vehicle to wait for so long as may be necessary for a person to board or alight from the vehicle, to enable goods to be loaded on to or unloaded from the vehicle, or to enable the vehicle to be used in connection with any funeral, building

operation or demolition, the removal of any obstruction to traffic, the maintenance of the road or the services therein.

THE SCHEDULE

Part I (No Waiting Orders)

St. Nicholas Street (Both Sides)—from the junction of Collingwood Street to the north portal of the High Level Bridge. (The present Order dated the 22nd April 1959, relating to a part of this street is revoked.)

Westgate Road (Both Sides)—from Rosemary Lane to its junction with Collingwood Street.

Westgate Road (East Side)—from the junction with Collingwood Street to the junction of St. Nicholas Street. (The present Order dated the 26th June 1956, relating to a part of this street is revoked.)

Westgate Road (West Side)—from the junction with Orchard Street for a distance of 120 feet south-eastward and from a point 200 feet from the junction of St. Nicholas Street to that junction.

Orchard Street (Both Sides)—from the junction with Neville Street to the north portal of the road tunnel.

Neville Street (South Side)—from the junction with Orchard Street for a distance of 80 feet westward.

Neville Street (North Side)—for a distance of 120 feet adjacent to the south side of Stephenson's Monument.

Neville Street—Westgate Road (Both Sides)—roadway between Neville Street and Westgate Road situate on west side of Stephenson's Monument.

Fenkle Street (North Side)—from the junction with Westgate Road to the junction with Clayton Street.

Fenkle Street (North Side)—from the junction with Clayton Street to Charlotte Square.

Cross Street (East Side)—from the junction with Fenkle Street to the junction with Westgate Road.

Part II (No Right Hand Turn Order)

Fenkle Street—Prohibiting vehicles from making a right-hand turn from Fenkle Street into Westgate Road.

These Orders will come into operation on the 28th November 1960.

John Atkinson, Town Clerk.

Town Hall,

Newcastle upon Tyne.

1st November 1960.

(512)

BERKSHIRE COUNTY COUNCIL

The Royal County of Berkshire (Old Boars Hill, Wootton) (Restrictions of Driving) Order, 1960

On the 19th day of October 1960, the Minister of Transport confirmed the above-named Order made by the Berkshire County Council under the Road Traffic Act, 1930, as amended, the effect of which is to prevent any person from driving or causing or permitting to be driven any heavy locomotive, light locomotive, motor tractor, or heavy motor car, or any motor car with seats for more than seven persons exclusive of the driver on the length of Old Boars Hill, Wootton, from its junction with the Wootton village road at Middle Farm to Jam Mound Corner.

E. R. Davies, Clerk of the Council.

Shire Hall,

Reading.

(540)

THE URBAN DISTRICT COUNCIL OF
HOYLAKIE*The Urban District of Hoylake (Bridge Road One Way Traffic) Revocation Order, 1960*

On the 29th day of October 1960, the Urban District Council of Hoylake made an Order under the Road Traffic Act, 1960, revoking the County Council of the County Palatine of Chester (Traffic Regulation) (No. 1) Order, 1953, the effect of which will be to permit vehicles to be driven in both directions along Bridge Road, West Kirby, for the whole length thereof.

The Order came into operation on the 1st day of November 1960.

Frank Barnes, Clerk of the Council.

Town Hall, Hoylake.

4th November 1960.

(428)